

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8540

號八十月四年三統宣

TUESDAY, MAY 16 1911.

二拜禮

號六十月五英曆

\$36 PER ANNUM.
SINGAPORE CORP. 10 CHURCH.

SPECIAL TELEGRAMS.

KAISER VISITS ENGLAND.

A NOVEL GREETING.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 15th, 6.25 p.m.
To-day the Kaiser, who is visiting England, was welcomed at Shoerness, by an aeroplane carrying naval officers.

The Kaiser was not met on landing by the Royal family, but the King, Queen and the Prince of Wales assembled at Victoria and greeted him there amid a large crowd.

ENTHUSIASTIC WELCOME IN LONDON.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 15.

Their Imperial Majesties drove direct to Buckingham Palace on their arrival in London. They were enthusiastically welcomed, large crowds cheering them all along the route from the stations to the Palace.

INTERESTING SCHEME DROPPED.

PROMOTERS' HEAVY FORFEIT.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 15, 6.25 p.m.

The scheme which was put on foot some time ago to erect a huge building in the Strand, London, where all the features of Parisian life would be introduced, including a cafe, has been dropped and the promoters are said to have lost the large sum of £10,000.

THE GYMKHANA.

SHANGHAI PONIES FOR SATURDAY'S MEETING.

Additional interest is being lent to Saturday's gymkhana by the presence of three well-known Shanghai ponies.

Savinius has quite a good record and some of the local "goes" will find him a hot competitor. A good meeting is assured if only the weather clears. A dry Friday and Saturday morning would put the track fairly right, but it will nevertheless be heavy going.

There seems, unfortunately, little likelihood of the rain stopping, but we hope for the best.

The entries are large and an excellent day's sport should be provided.

SPECIAL TELEGRAMS.

JAPAN'S RECEPTION OF AMERICAN FLEET.

[“INDEPENDENT NEWS” AGENCY.]

Shanghai May 16th.

A reception was held by the leading Japanese officials and merchants yesterday in honour of the American Fleet which is staying in Japanese waters.

Another reception will be given to the Fleet by the Naval authorities and the residents in Tokyo.

THE FOLLIES.

The Follies have arrived at Hongkong after a very successful tour in the North. The troupe will play here on Wednesday, Thursday, Friday and Saturday, and their usual charming and clever performance will, we are sure, be as much appreciated as during their first visit.

The Follies had a serious time when leaving Tientsin, at least their crossing of Taku Bar was not as humorous as they could have wished. The ship was held up in rough weather for a day, and anyone who knows Taku Bar will know what that means. However, they have arrived safely and will re-produce their famous bow to a Hongkong audience to-morrow evening at the City Hall.

POLICE COURT.

A Chinaman was charged this morning before Mr. F. A. Hazell with selling opium. After hearing the evidence his Worship imposed a fine of \$250.

A Chinese was given six months' hard labour and six hours' stocks for returning from banishment.

For the larceny of an umbrella from the Tai Ping Theatre, a Chinaman got six weeks' imprisonment and four hours' stocks.

RUBBER.

The annual report of the Kiang Rubber Estates states that the total area held is now 2,202 acres, of which 902.14 acres have been planted or cleared. It is proposed to increase the cultivated area to 1,300 acres, and the remaining 25,000 shares are being issued, making the subscribed capital £75,000. The estimated crop for the current year is 11,400 lb., gradually rising to 284,835 lb. in 1915.

NEWS FROM THE NORTH.

HUNGHUTZE OUTRAGES.

Peking, May 10.—The Hunghutze in Northern Manchuria, who have not yet been suppressed, have handed over to the Russians three European captives said to be Greek traders. The Russians have warned the outlaws that they will be shot if they invade Siberia.

Mr. J. G. Smith, who has returned from leave, has been appointed chief officer of the Shaohsing, which rendered valuable assistance to the Asia when on Finger Rock.

REUTER'S TELEGRAMS.

THE BUDGET.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 16, 7.10 a.m.

Seldom has the City of London shown such indifference to the Budget on the eve of its introduction. It is confidently expected that there will be few changes, though the removal of the protective duty on cocoa is considered certain.

MOROCCO.

DISQUIETING REPORTS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 15, 2.20 p.m.

The official view in Paris is disquieting owing to the nature of the latest reports from Fez.

The Government has instructed General Moinier to hasten the advance of the relief column to Fez, which, however, is to occupy the city only as long as it is deemed necessary.

It is expected that the troops will reach Fez on Wednesday or Thursday.

PLAGUE IN HONGKONG.

PRECAUTION IN THE PHILIPPINES.

The bill of health of the steamship Kaifong, which arrived at Manila from Hongkong on May 12th, reports as to plague in the British possession. The plague, however, is all among the Chinese and at the present time under control and not spreading.

That the Philippine Islands has a very efficient quarantine service is shown by the fact that, although the islands are literally surrounded with plague infested ports, the health officers have succeeded in keeping the scourge out. Each year, plague rages to a more or less extent in Amoy, Hongkong, Pnom Penh, Saigon, Singapore and Batavia, a line almost encircling the islands. Vessels arrive from these ports every few days, yet for the last five years, there has not been a case of plague here.

The quarantine officers here are aided in their work very materially by the public health and marine hospital service of the United States, which has been stationed in Hongkong, Amoy, Pnom Penh and Singapore, who, when plague is prevailing at their various stations, watch all outgoing passengers so closely that if one even has a slight fever, his case is investigated. Cable news American.

News has been received at Manila that a Hongkong cricket team will arrive about the 30th inst, so that the Interport match will probably be played on the 31st inst, or 1st prox.

CHINESE TELEGRAMS.

THE RISING.

SEVERAL THOUSAND REBELS AWAIT THEIR LEADER.

[“SHENGG PO” SERVICE.]

Canton, May 15.

Renewed activity is being shown in the rebel ranks.

A big force, well armed and numbering several thousands from Weichow, are now at Tsang Shing awaiting the arrival of their leader, Chang, to rise in concert with rebels in the adjoining provinces.

They are being closely watched by a company of scouts sent from Canton by General Chung.

The officer in charge has reported to the General that the force will become dangerous immediately upon the arrival of Chang.

“SAVING THE COUNTRY FROM RUIN.”

MEETINGS PROHIBITED.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The Peking Government has instructed the Viceroy and Governors of the various provinces to prohibit “Saving the Country from Ruin Society” meetings and also other society meetings with similar objects.

A WISE THREAT.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The Peking Government has instructed the authorities of the various provinces to the effect that persons holding public meetings against the action of the government in taking over the control of the railways will be severely punished.

CONDITIONAL PREFERENCE.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The Prince Regent intends to appoint the President of the Board of Finance as President of the new Cabinet. If Prince Ching should resign.

CHINESE TELEGRAMS.

BOARD OF COMMUNICATIONS.

PROPOSALS OPPOSED.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The people of the various provinces have telegraphed to Peking opposing the action of the Board of Communications in taking over the control of all the railways in China from the public. The telegrams from the provinces of Kwangtung, Szechwan, Hunan and Hupeh were in strong terms.

ISSUE OF FOREIGN LOANS.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The Board of Communications and the Board of Finance are trying to influence a certain prince to memorialize the Throne to prohibit the people from opposing the action of the government in issuing foreign loans and in taking over the control of the railways.

CHINESE RAILWAY AFFAIRS.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The Board of Communications intends to dispatch ten deputies to investigate the affairs of the railways preparatory to taking over complete control.

CHINESE MINISTER'S WARNING.

JAPAN AND RUSSIA TO TAKE MANCHURIA AND MONGOLIA.

[“SHENGG PO” SERVICE.]

Peking, May 15.

A Chinese Minister abroad has sent a telegram to the Peking Government to the effect that Japan and Russia are planning to take possession of Manchuria and Mongolia and it is quite time for China to take immediate action.

CHINESE TELEGRAMS.

MEMORIALS TO THRONE CURTAILED.

[“SHENGG PO” SERVICE.]

Peking, May 15.

Henceforth, the governors of Kulan and Heilungkiang will not be allowed to memorialize the Throne without joining with the Viceroy of the Three Eastern Provinces.

CHINA'S NEW CABINET.

[“SHENGG PO” SERVICE.]

Peking, May 15.

The formation of the new Cabinet has been completed. A meeting takes place every Tuesday.

[On Saturday last we printed a list of the names of the members of the new Cabinet.]

THE PERSONNEL OF CHINA'S NEW CABINET.

It will be remembered that the present constitution of China is modelled upon that of Japan. So are the main points in the formation of her New Cabinet and Privy Council.

With reference to the Cabinet, three great principles are kept always in view, namely, (1) that the personnel of the Cabinet constitutes the Ministers of State, (2) the Ministers of State are to assist the Emperor in the Government, and bear the responsibilities for His Majesty towards the Parliament, and (3) the President and Vice-Presidents of the Cabinet shall be the Premiers of the Ministers of State.

As to the establishment of an Advisory Board, or the Privy Council, it is for the special convenience of the Emperor, who, alone and in person, may ask its advice on important and weighty matters. Its formation is accomplished with a President, a Vice-President, all the Grand Secretaries and other officials not connected with administrative affairs to the total number of twenty-one, a Secretary-in-Chief and three secretaries.

There has been a report that the President of the Privy Council would be also the Imperial Tutor, consequently, H.E. Lu Jen-hsiang was appointed the incumbent.

CHINESE IN HOLLAND.

The Chinese who are residing in Holland have incorporated a society. The principal purpose of the club will be to promote the desire of their countrymen in Netherlands India to study at a university here or at the commercial schools. Further, to assist in every way Chinese parents who decide to send their children to Holland in order to be educated in the Dutch way. Mr. Tjoen Kwai Tan was called to the chair, and Messrs. Ch. Sim Zeela and Kong Tam Tan were appointed first secretary and treasurer respectively.

NEW GOLF COURSE FOR HONGKONG.

At a special meeting of the Hongkong Golf Club yesterday it was decided to spend 40,000 dollars on a new golf course in the Shatin Valley. It will be about 6,000 yards long, will contain 184 acres and have 18 holes.

AMERICAN NEWS.

[VIA MANILA.]

Washington, May 10.—Thomas P. Gore, the blind Senator from Oklahoma, has joined with those Democrats who are trying to commit their party to early withdrawal from the Philippines, and to-day presented to the Senate a resolution on the subject. The resolution declares that it is the purpose of the United States to surrender sovereignty in the Philippines at the earliest practicable date. The resolution itself does not fix or indicate the date. Following the usual procedure the resolution was referred to committee.

MARINE COURT.

Before Commander C. W. Beckwith, R.N., this morning at the Marine Court, Kwok Kan, master of the steam launch Kam On, was charged with refusing to heave to on being ordered to do so by Police Launch No. 7. The man pleaded not guilty.

The police evidence was to the effect that they had a suspicion that Kam On was carrying more passengers than was legal, and that the suspicion was strengthened by the master's refusal to heave to.

Kwok Kan was convicted, the magistrate imposing a fine of thirty dollars with the option of two months' hard labour. The fine was paid.

The master of the launch Hoi Lung was fined twenty-five dollars for making fast to the s.s. Benary while under way in the harbour. The defendant pleaded not guilty.

CANTON RAILWAY.

Peking, May 9.

An Imperial Edict issued to-day decides that all railways in China, the construction of which was begun within the last three years, but had not yet been finished, as well as all trunk railways to be built in China in future, must be State railways.

A further Edict insists on the acceleration of a conclusion of the international loan to be given for the construction of the Railway Lines from Canton to Hankow and from Hankow to Chongtufu, the capital of the Province of Szechuan.

The Weather Forecast.



On the 16th at 11.55a.—The barometer has risen considerably over Japan and the Loochoos, and a moderate rise has taken place also over S. China. Pressure is inclined to give way over N. China.

The high pressure area has shifted Eastwards and lies now over Japan. Pressure continues relatively low over the N.W. part of the China Sea.

Strong winds and squally, unsettled weather will continue to prevail over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.71 inches.

Forecast District.

1.—Hongkong and Neighbourhood, E. winds, fresh to strong; squally, rainy.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Loochoos, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUNDS: Sterling £1,000,000 at 2 1/2% 15,000,000
Silver 15,000,000
Total \$40,000,000
RESERVE LIABILITY OF PRO-
PRIETORS \$10,000,000

COUNCIL OF DIRECTORS:
Hon. Mr. Henry Kowick, Chairman
G. H. Medhurst, Esq., Deputy Chairman
F. H. Armstrong, Esq., G. H. Lehmann, Esq.,
G. H. Belloch, Esq., F. L. Loh, Esq.,
A. Forbes, Esq., E. Schellin, Esq.,
G. S. Gullay, Esq., H. A. Bels, Esq.,
G. S. Gullay, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.

INTEREST on deposits is allowed
at 3 1/2 per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the Hongkong
and Shanghai Bank to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

INCORPORATED BY ROYAL
CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF
PROPRIETORS £1,200,000

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the Rate
of 2 per cent. per annum on the Daily
Balances.

On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.

Wm. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... 16,850,000

Head Office—YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.

On fixed deposit:—
For 12 months 4 per cent. p.a.
" 6 " 3 1/2 " " "
" 3 " 2 1/2 " " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTRY BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:—
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 2 1/2 " " "

GEO. HOGG,
Manager.
No. 9, Queen's Road Central,
Hongkong, 30th Feb., 1911. [19]

Banks.

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

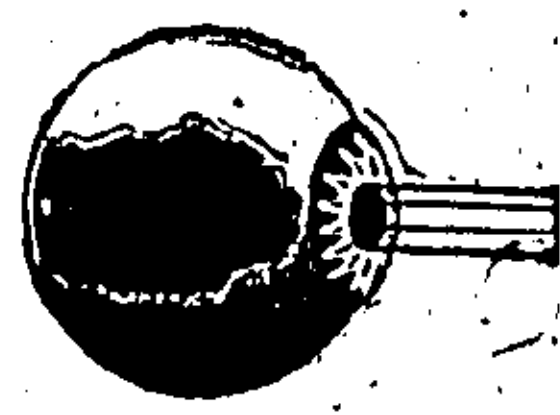
BRANCHES:
Berlin Calcutta Hamburg Hanko-
Kobe Yokohama Singapore Tientsin
Tientsin-Bingtan Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.
DIREKTION DER DISCONTO GESELL-
SCHAFT.

INTEREST allowed on Current
Account. DEPOSITS received on term-
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar., 1911. [2]



SEEING IS BELIEVING

And that is why the majority of the
people here believe, that they can get
better fitting glasses at our place,
than anywhere else in the Colony.

No charge for sight testing.
Doctors' prescriptions accurately
filled.

N. LAZARUS,
Ophthalmic Optician,
1a, D'Aguiar Street.
Hongkong, 1st April, 1911. [929]

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS:
J. A. Wattie, Esq., Managing
Director.

A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Re-
gistered under Hongkong Ordina-
nces and under Life Assurance Com-
panies' Acts, England.

Insurance in Force...\$3,755,885.00
Assets 8,415,250.00
Income for Year ... 3,560,659.00
Insurance Fund 8,216,818.00

LEFFERTS
KNOX, Esq.,
Canton, Macao
and the
Philippines.
B. W. TAPPE, Esq.,
District Secretary.

ALEXANDRA BUILDING.
C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.
Sir Paul Chater, Kt., O.M.G.
T. F. Hough, Esq.
C. J. Lafontz, Esq.
Hongkong, 26th Jan., 1911. [810]

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.
WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.15 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days,
SATURDAYS.
Extra cars at 8.15 p.m., 11.30 p.m.
and 11.45 p.m.

SPECIAL CARS by Arrange-
ment at the Company's Office,
Alexandra Buildings, Des Voeux Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS,
PROVISION & COAL
MERCHANTS.

Hongkong, 28th Mar., 1911. [990]

Mails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANT- WERP v. S' FORM, PENANG, C'MBO, PORT SAID AND MARSEILLES	SIOLIA Capt. C. H. Watkins, R.M.R.	11 A.M. } 17th May }	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	POONA Capt. A. H. Vine	About 19th May }	Freight only.
SHANGHAI	DELHI Capt. H. S. Bradshaw	About 25th May }	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 27th May }	See Special Advertisement.
LONDON & ANT- WERP v. S' FORM, PENANG, C'MBO, PORT SAID AND MARSEILLES	SUMATRA W. R. Le Mare	About 31st May }	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 16th May, 1911.
E. A. HEWITT,
Superintendent. [4]

NORDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	STEAMERS.	TO SAIL ON
SHANGHAI, NAGA- SAKI, KOBE and YOKOHAMA	"GRIMES" 16,000 Capt. Ph. Obendorfer..... "DRIFTLINGER" 17,000 Capt. F. Probst.....	About MONDAY, 15th May. WEDNESDAY, 17th May.
MANILA, YAP AN- GAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" 6,000 Capt. F. Brauning.....	SATURDAY, 20th May, at Daylight.
KOBE & YOKOHAMA	"COLENE" 6,750 Capt. H. Raeger.....	About TUESDAY, 30th May.
NAPLES, GENOA, ALGERS, GIBRAL- TAR, SOUTHAMP- TON, ANTWERP and BREMEN	"BOLW" 16,900 Capt. H. Formes.....	WEDNESDAY, 31st May, at Noon.

KUDAT & SANDAKAN { "BORNEO" 5,050
Capt. F. Seubill..... } End of May.
All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For further Particulars, apply to
NORDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 4th May, 1911. [7]

Intimations

THE LONG AND SHORT OF IT

The typewriter which does the most work and the
best work in the



SHORTEST TIME

for the

LONGEST TIME

is the

REMINGTON.

SIEMSEN & CO., HONGKONG AND CANTON,
General Agents for the Remington Typewriter Co.

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS
CATERERS

RESTAURANTEURS

14, Des Voeux Road Central.

Hongkong, 20th April, 1911. [497]

For Sight-Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 16th April, 1911.

Intimations

IF YOU WANT

A REALLY GOOD AND WHOLESOME
TABLEWATER

ASK FOR

MATTONI'S GIESSHUEBLER!

Ask your Doctor about it.

SOLE AGENTS:

BUME & REIF,

9, ROE HOUSE STREET.

Tel. No. 254.

Hongkong, 16th May, 1911. [1102]



Telephone

No. 75.

BRANDIES,

CHAMPAGNES,

WHISKIES,

SHERRIES,

VERMOUTHS,

PORTS,

LIQUEURS,

MADEIRAS,

CLARETS,

BURGUNDIES,

HOOGS & MOSELLES.

CALDBECK, MACGREGOR
& CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th May, 1911.

NOTICE.

LA FEDERALE MARINE IN-
SURANCE CO., LTD.,
ZUERICH.

WE hereby beg to inform the
public that the agency of the
above Company has been handed over
to us by Messrs. DADY BURJOR &
CO. and that they do not accept any
risk for account of the above Company
from date.

HUSER, EBERUS & CO.
Hongkong, 13th May, 1911. [1124]

NOTICE.

NOTICE is hereby given that the
power so far held by Mr. J.
EMIL MEYER to SIGN our FIRM
per procreation has been withdrawn
from this date.

GARRELS, BORNER & Co.,
Shanghai, Hongkong and Hankow.
Hongkong, 18th May, 1911. [1125]

NOTICE.

I HAVE this day established myself
as GENERAL MERCHANT
and COMMISSION AGENT at No
15 Prince's Building, 2nd Floor,
under the firm name of DE SOUSA
& Co.

E. V. M. R. DE SOUSA.
Hongkong, 10th May, 1911. 1116

NOTICE.

IN accordance with instructions from
our Head Office, the name of our
firm has this day been changed to
THORESEN & CO.
A. GAARD, THORESEN & Co.
Hongkong, 15th May, 1911. [1129]

PHONE 482.

HONGKONG MOTOR
GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$8 p r t h u r

DRAGON CYCLE DEPOT,

63, Des Voeux Road Central. [4] Hongkong, 16th Mar., 1911. [47]

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

THE NEW TERRITORIES.

We observe that the police
force remained at practically the
same strength as in 1900, but it is
sincerely to be hoped that with
the continued opening up of the
District and its growing importance,
the Government will see the
wisdom and the necessity of gradu-
ally increasing the size of the
force. When through railway
connection is established with Can-
ton this question will be one of
even greater urgency still, for the
scum of the Southern Capital will
doubtless drift into the District
and need a good deal of
watching. This is a matter
which we feel we may safely
leave to the Government to take
in hand without delay. The rail-
way is evidently being acknow-
ledged all round as a great boon,
especially the policy of construct-
ing branch lines in growing
districts. In time we may rely
on seeing quite a number of
flourishing markets springing up
around the railway, while the
enhanced and more rapid means
of communication afforded cannot
be otherwise than beneficial to
people who will go in for fruit
culture or poultry farming. For
ourselves we have great, and, we
believe, well-founded hopes for
the future of the District. May
the coming years more than justify
our optimism.

Daily Press.

HONGKONG'S MILITARY
CONTRIBUTION.

For our part we can see no
reason why the Imperial Gov-
ernment should expect this
of Hongkong any more than it
looks to Plymouth for the entire
cost of its garrison. The Colony
does not object to bearing its fair
share of the burden, but we are
faced with the prospect that owing
to the crusade against opium
which has the active support of
the Imperial Government, the
public revenue of this Colony is
becoming seriously affected. Ap-
parently it is not possible
to make immediately any sub-
stantial reduction in expenditure,
and therefore it means that the
lost opium revenue and the
military contribution of 20 per
cent. on it will have to be provided
out of new taxation. The Hon.
Mr. Montague Ede has signalled
his advent to the Council by
giving notice of an intention to
ask the Government if it will lay
upon the table some papers em-
bodying the views and calcula-
tions of H.E. the Governor on the
subject, and the answer to that
question will be awaited with
much interest.

South China Morning Post.

CHINA'S VOLUNTEERS.

China is the most unwieldy pro-
position of the day. Divided as it
is, one marvels that the huge em-
pire has withstood the strain of
dissension for so long. Education,
the prime factor in the regenera-
tion of China, has recently created
a keen interest in national affairs.
Unhappily that interest has taken
a turn which calls for close watch-
ing. The weakness of the Govern-
ment policy has been exposed, and
the ignorant, superstitious and
guileless are being exploited by
wire pullers. Needless reports
circulated to the remotest parts
of the Empire to the effect that
the Powers have been discussing
the partition of China have given
impulse to a new movement—a
patriotic scheme under the inno-
cent title of the Chinese Volun-
teers. Recent happenings on
China's borders have unfortunately
coincided to give colour to the
partition bogey, and the Chinese
students in Tokio, who have been
much to the fore in all anti-
government agitation in recent
years, have seized the opportunity
to form themselves into a "People's
Society" to promote the citizen
soldier propaganda throughout
the big empire.

The ingenious—and, so far as
some of them are concerned,
ingenious—gentlemen who drew
up the Declaration of London can
claim to have served at least one
good end. They have furnished
occupation for quite an army of
text-book writers. The latest
contribution to the list of works
on the subject is "The Declara-
tion of London."

Intimatio 15.

A. S. WATSON &
CO., LD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY

A Blend of the Finest Pure

Malt Whiskies distilled in
ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS'
STOUT

in POTS and SPLITS

A. S. WATSON &
CO., LD.ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [28]The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A. B. C. 5th edition
Western Union.

THE

Hongkong Telegraph

HONGKONG, TUESDAY, MAY 16, 1911.

THE NOTORIOUS
EUNUCHS.

The death has occurred at Peking in his sixty-ninth year of the notorious Li Lien-ying, the Chief Eunuch of the late Empress Dowager Tzu Hsi, and with his passing there is removed from the stage of Chinese politics a character that had nothing to redeem it save his love for his Imperial mistress. The power wielded by Li Lien-ying was colossal, second only to that of the Empress Dowager herself. For forty years his name was one to conjure with in official circles. He made and marred viceroys, governors, and petty officials, and the metropolitan mandarins trembled before him. The subterranean channels of his pernicious influence reached out to every yamen in the Empire, carrying to all parts of China the germs of political corruption and intrigue. Time and again he was denounced by indignant censors, but since the day he first attracted the attention of Tzu Hsi by his address, good manners and

remarkable physical beauty, he held firmly in her favour. He above all others was instrumental in inducing the Empress Dowager to take the stand she did during the Boxer outbreak. He prevailed upon her that the Boxers really were immune from the weapons of the foreigners, whom they "would drive into the sea," and even when Peking was in the hands of the allies he still prevailed upon his mistress not to give in. During the flight to Tientsin he went in fear and trembling for his life, but except that his great hoard of treasure in the Palace was betrayed to the French soldiers and by them joyously looted he escaped scot-free. On his return to power, with a fortune of two and a half millions "squandered" from the wretched peasantry of the interior, he took up the old role and, with others, sought by every means in his power to drive out and annoy the foreigners.

Such men contribute more than anything else to the demoralisation of the Peking Government, and when Li fell from power in 1908 it was thought that a new regime would be inaugurated. This, alas, is not the case, for his successor, Chang Yuan-fu, is already a bye-word in the Capital. Chinese patriots and reformers expressed the pious aspiration that the days of such parasites as Li were over, and that his downfall would pave the way to the abolition of the whole pernicious system of eunuch influence, but Chang is even more arrogant than Li during the most licentious period of Tzu Hsi's career, and he has not even the saving grace of "going softly," but daringly flaunts himself in almost regal splendour. His influence with the present Dowager Empress is almost as great, if not quite as great, as that of the boy-Emperor and greater than that of the Regent. His power, however, will not last long; he is too arrogant; and when his downfall comes it is devoutly to be hoped that he and the deceased Li Lien-ying will be the last of their obnoxious class.

HONGKONG DAY
BY DAY.

The Chinaman, who was stabbed the other day, and was subsequently admitted to hospital, has died.

A man has complained to the police, that, while he was on his way to Stanley, he was stopped by two men, who robbed him of \$31.

The Rahman Tin Company's output in April was 621 piculs. The output from the Rahman Hydraulic Tin, Ltd., during April was 400 piculs. The output of the Middleton Tin Mines, Ltd., for April was 34.50 piculs.

A wedding will be solemnized at St. John's Cathedral on the 7th of June at 4 o'clock p.m. of Capt. C. H. Douglas St. Clair, A. S. C., and Miss Agadia Mary Jacks.

The lecture which was announced last week to be given by the Rev. W. H. Foster Pegg at the Chinese Y.M.C.A. on "Nansen's Farthest North" will be delivered on Thursday next.

Of a number of Chinese taken upon suspicion of being members of a secret society at Kiang, three headmen have been fined \$300 each, three discharged and the rest fined \$50 each.

A marriage has been arranged, and will shortly take place, between Reginald Guy Hannam Henderson, Lieutenant, R.N., younger son of Commander John Hannam Henderson, R.N. (retired) Tenby, South Wales, and Islay Edyth Campbell, second daughter of the late Mr. Rhoderick McNeil Angus Campbell, and Mrs. Rhoderick Campbell, Shanghai, China.

SUPREME COURT.

IMPORTANT CHARTER PARTY CASE.

In Original Jurisdiction before the Chief Justice, Sir Francis T. Piggott, this morning, a case was called arising out of an arbitration concerning a charter party between the Java-China-Japan Line and Olaf Wijk and Co., China Agencies, Ltd. The arbitration case had been heard and a special case stated. It now came on for argument upon questions of law. Hon. Mr. H. E. Pollock, K.C., (instructed by Mr. J. Scott Harston), appeared for the charterers, the Java-China-Japan Line; and Mr. Eldon Potter (instructed by Mr. G. Hastings), for Olaf Wijk and Co.

Mr. Pollock submitted in the first place that he was entitled to open the case and proceeded to state his reasons for this contention. The Java-China-Japan Line, he said, chartered a steamer called the Victoria from Olaf Wijk and Co., and the particular charter party with which his Lordship was concerned was a time charter for one year from 1st October, 1910. Before the charter party had proceeded as much as half its course, the charterers claimed to be entitled for certain reasons to cancel that charter party and to recover damages by reason of the ship chartered by them not being a first-class risk in local insurance offices. The matter was referred to arbitrators under an arbitration clause. Mr. Shide, who then represented the Java-China-Japan Line, appeared before the arbitrators and it seemed to have been conceded then by the arbitrators that it was for him to begin, the Java-China-Japan Line having cancelled the time charter before the natural expiration of the period, claiming the right to cancel the charter party before it ran out in the ordinary course, and also claiming damages. If that position was correct then, he submitted that it was correct now. He proposed to show his Lordship that they were entitled to terminate the charter party in the middle of the period of charter and it was for him to begin on that point.

His Lordship—What is the general principle of beginning in arbitrations?

Mr. Pollock—I take it that it is the same as it would be in Court; the party who prima facie has to support—

His Lordship—Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock—We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship—So that you would have been plaintiff in the action?

Mr. Pollock—Yes; as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter party.

Mr. Potter in reply said that if there had been no arbitration what would have happened would have been this: the other side would have cancelled the charter party, his clients would have brought an action for damages, and the other side would have counterclaimed for damages for breach of warranty. The special case had been drafted on their application. The only point was whether that entitled them to begin.

His Lordship—Are the findings of fact in your favour or in favour of the other side?

Mr. Potter—We say they were in our favour, but I think the majority of the facts have been agreed upon. There were only four questions submitted to the arbitrators but on a whole lot of facts we agreed. We asked for a special case in order to facilitate matters.

His Lordship—I think we had better follow the procedure as it was before the arbitrators.

Mr. Potter—Very well, my Lord.

Mr. Pollock then proceeded to open his case, referring first of all to correspondence relating to the charter party, which was entered into between the parties on 1st October, 1910. On 19th October the charterers received the vessel and they used her up to the time of the dispute. What led up to this was the fact that their agents in Samarang had to pay to a firm called Kian Gwan a sum of \$770 extra insurance in respect of sugar shipped by the s.s. Victoria under the time charter. The receipt relating to that payment had been put in. It was an important payment because it formed an item in the damages they claimed under the time charter. Their agents actually had to make a disbursement under the time charter in respect of extra insurance premium because of the Victoria not being a first-class risk.

Mr. Potter said he must take objection at this stage in order to protect himself hereafter. There was no evidence before the arbitrators nor before the Court to show why that sum of \$770 was paid at Samarang. The only evidence was the receipt to show that somebody paid somebody else that sum. There was no evidence to show that it was payable because the Victoria was not a first-class risk or because the owner had been guilty of any breach of warranty. The charterers asked the Court to decide whether they were entitled to this sum of \$770 on the ground that it was payable because the Victoria was not a first-class risk.

His Lordship—Is that the question before me?

Mr. Potter—That is one of the questions.

Mr. Pollock went on to argue that on the face of it the receipt was for extra insurance premium, which meant beyond the ordinary insurance premium. It appeared also on the face of it that the sugar was shipped by the chartered steamer Victoria and further that the sugar was shipped on 19th January in Samarang for Hongkong. Therefore his Lordship would see clearly from that receipt, first of all, that the shipment referred to in it being of date 19th January, was a shipment under the time charter; second, that it was a shipment on the chartered vessel, the Victoria; and, third, that it was a payment made for extra insurance premium beyond the ordinary payment of insurance under the time charter. On the face of this document there was evidence to satisfy his Lordship, sitting as a jury, that there had been an additional payment beyond the ordinary payment of insurance premium made in respect of the shipment under the time charter.

His Lordship—I should have thought that was a question for the arbitrators.

Mr. Potter—We were cut very short for time, your Lordship. Mr. Shide was going away and Mr. Shewan, who was one of the arbitrators, was going away, so that adjudication upon this as well as upon a lot of other points was delegated to your Lordship.

Mr. Pollock also stated that there had been considerable hurry. But this document had been put in before the arbitrators, it had been included in the special case, and they never thought that any question was to be raised upon it.

Mr. Potter pointed out that, when the case was before the arbitration court, he had cross-examined Mr. Bisschop (head agent of the Java-China-Japan Line) very fully on that document, so that the other side could not say they had been taken by surprise.

Continuing, Counsel said that his Lordship had before him the findings of the arbitrators, to the effect that the s.s. Victoria, the vessel chartered to his clients by the Olaf Wijk Co., was not a first-class risk in local insurance offices. Dealing with the time charter Counsel said it contemplated a succession of voyages to be undertaken during the period of the charter. It had the effect simply of a charter for a certain period split up into a certain number of voyages, certain trading limits being excluded during that period. The description of a ship's class forms a very material part of a contract.

His Lordship—Is that contest-

Mr. Potter—It may be. I agree with that in 99 cases out of 100, and very probably in this case. I don't want to contest anything and delay matters, but my friend had better quote his authority.

Mr. Pollock did so and submitted that if a ship be not a first-class risk as to is warranted to be, some very serious consequences follow: in the first case it would be difficult for the charterers to get shippers to ship cargo by a ship if they find on application at insurance offices, that they have to pay extra premiums. The fact that extra premiums had to be paid naturally put shippers off from shipping by that vessel. That was purely commonsense. Of course some persons who charter ships do so with the idea that if freights go up they in turn may care to charter the ship at a profit, and if, instead of being a first-class risk, as she is described by her owner, she turns out not to be a first-class risk at all, but a ship on which extra premium has to be paid by shippers of cargo, that seriously affects the prospects of re-chartering.

Mr. Potter said his friend's case was apparently this: "We are entitled at any time to give up the boat we have chartered and we choose to do so at the end of 5 months."

His Lordship: That is not what the case was. I interrupted him on the question of knowledge.

Mr. Potter—Then his position is—I take it—that assuming for the moment that the charterers only had knowledge of the fact at the moment that they put an end to the charter, my friend's case appears to be that after using the boat for five months, the charterers, becoming aware that it was not a first-class risk, were entitled to give up the boat, and I hope to show that it is impossible in law, I think. I shall show that the charterers, having used the vessel for five months, are precluded from treating the condition as a condition precedent and the law is clear that they must complete the contract and that their remedy is to sue for any damages they may have suffered at the end of the contract. Continuing, Counsel pointed out that after October 1st and prior to October 19th the charterers knew that the boat was not a first-class risk, and they made no attempt to terminate the contract, nor did they communicate to the owners that there were disputes about insurance on the ground that the Victoria was not a first-class risk.

Continuing Mr. Potter remarked that the other point in his friend's case was that he was entitled to damages amounting to \$770 by reason of breach of conditions, but the really important matter for his Lordship to decide was whether or not the charterer was entitled to terminate the contract. They had had the boat from October 19th to April 3rd and he would submit that it would be most unfair if the charterers could say "we are going to make an end of the whole contract." The charterers knew as much about the boat as his clients did.

M. Potter then quoted numerous authorities in support of his case and at the time of going to press the case had not finished.

The Exile Motor Garage has removed to larger premises, namely 33 and 35 Des Vaux Road, formerly occupied by the Hongkong Shoe Factory.

The Ben Line steamer "Ben Vorlich," from Hongkong, grounded on the Ridge Shoal in the English Channel on March 17 when bound for Antwerp, but was refloated without assistance or damage.

The subscription list which was opened on behalf of the wife of V. Vallon, the aviator who lost his life at Shanghai last week, is a long one. The total amount subscribed up to the 12th inst. was \$3,697.20.

The tennis team of the Chinese Y. M. C. A. will play the Queen's College team on their own ground at Causeway Bay on Wednesday afternoon at 4.30. The games will be played under the auspices of the Hongkong Tennis League.

The Chinese Engineering and Mining Company, Ltd., inform us that the total output of the Company's three mines for the week ending 20th April amounted to 30,102.97 tons and that the sales during that period totalled \$4,649.03 tons.

COMPANY REPORT.

PEAK TRAMWAYS CO., LTD.

The ordinary annual general meeting of the Peak Tramways Co., Ltd., will be held at the Hongkong Hotel on Saturday morning.

The report of the Board of Directors is as follows:

Gentlemen,—The Directors now beg to submit to you their report and statement of accounts for the year ending 30th April, 1911.

The Net Profit for the twelve months, after deducting directors' fees and general managers' remuneration and providing for loss on subsidiary coins, amounts to \$32,819.32

To which has to be added the balance brought forward from last account 3,014.48

Making available for appropriation \$35,833.80. The directors recommend that a dividend at the rate of 8 per cent. per annum be paid to shareholders, absorbing \$24,000.00, that \$10,000.00 be written off Permanent Way and Concession (new line) account and that the balance of \$1,833.80 be carried to a new profit and loss account.

DIRECTORS.

Mr. Simon A. Levy and Hon. Mr. Henry Kewick having resigned, Mr. C. S. Gabbay and Hon. Mr. C. H. Ross were invited to occupy the vacant seats on the Board. In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Sir Hormusjee Mody, Hon. Mr. C. H. Ross, Mr. J. Scott Harston and Mr. C. S. Gabbay retire, but being eligible offer themselves for re-election.

AUDITORS.

The Accounts have been audited by Messrs. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election.

HENRY HUMPHREYS,

Chairman.
Hongkong, 15th May, 1911.

STATEMENT OF ACCOUNTS.

LIABILITIES.

Capital Account—
75,000 shares of
\$10 each \$750,000.00
Less uncalled, \$9
per share on 50,000
shares \$450,000.00
..... \$300,000.00
Reserve Fund 20,000.00
Mortgage R. B. Lot
No. 80 20,000.00
Unexpired Season
Tickets 4,028.79
Sundry Creditors 10,974.83
Profit and Loss Account
From last year \$3,014.48
Do for the year 32,819.32
..... 35,833.80
\$399,837.42.

ASSETS.

Permanent Way and
Concession (old
line) \$200,000.00
Permanent Way and
Concession (new
line)
Per last
Report 48,950.29
Less writ-
ten off 10,000.00
..... 38,950.29
Stations, Crown
Leaseholds and
Buildings (Inland
Lots 1317, 1333,
1334, 1335, 1353
and R. B. Lots 80
and 86)
Per last
Report 35,256.29
Add alterations,
etc., since
affecting 725.00
..... 35,981.29
Rolling Stock 28,457.22
Office Furniture 653.00
Cables and Stores in
hand 934.10
Sundry Debtors 1,243.73
Cash in
H.K. &
S'hai
Bank \$90,163.63
Cash &
Orders
in hand 3,153.56
..... 93,317.19

PROFIT AND LOSS AC-
COUNT.

Debtor.
To Coals and Stores \$11,995.47
Charges 3,426.07
Maintenance and
Repairs 10,186.20
Rates Crown Rent
and Fire Insurance 1,193.86
Salaries and
Wages 24,910.99
Mortgage Interest
on R. B. Lot 80 2,020.92
Allowances to Gen-
eral Managers to
cover office Rent
and Clerks' Salaries 6,040.00
Directors' Fees
..... \$2,500.00
Remuneration to
General Managers,
5 per cent on gross
earnings—5,003.25
..... 7,503.25
Balance 32,819.32
\$100,005.08

Creditor.

By Traffic Receipts
(after deducting
loss on subsidiary
coins) \$98,975.58
Advertisement
Rents 301.40
Rent Account 315.00
Interest 2,471.80
Transfer Fees 19.50
..... \$110,005.08

JOHN D. HUMPHREYS
& SON,
General Managers.

We have examined the above
Statement with the Books and
Vouchers of the Company and
found it to be correct.

W. HUTTON POTTS
A. R. LOWE, C.A.
Auditors.

Hongkong, 15th May, 1911.

AN ARBITRATION CASE
SEQUEL.

This afternoon in the Supreme Court, Sir Francis Piggott (Chief Justice) gave judgment as regards costs in the matter of the arbitration case between Sander, Winder and Co. and the Wing On firm. The Wing On firm had moved the Court for an order against Sander, Winder and Co. for their own costs and of the arbitration and incidental to the special case and the argument before the Court.

His Lordship held that he had no jurisdiction to order costs originally and he had no jurisdiction, apart from any other question, to order them now. As to the question of the costs of this motion he had been puzzled, but after giving it his best consideration he had come to the conclusion that in the peculiar circumstances of the case this motion must come within the same principle—that it was an incident of the reference and therefore he would make no order but leave it to be decided by the arbitrators when they dealt with the costs of the arbitration. Any order which he might make might unduly influence the arbitrators in coming to a decision on the question of costs generally, and a normal order would allow immediate taxation, which would not be right.

The well-known Chinese con-
juror, Ching Ling-fu, who has
made a successful tour of the
world, has kindly given three en-
tertainments in Chang Su-ho's
Gardens, Shanghai, in aid of the
Central China Famine Fund.

During the twenty-four hours
ending noon to-day two cases
of plague have occurred, the victim
being Chinese. During the
previous forty-eight hours not a
single case occurred. The total
number of cases which have been
notified since the 1st January
34—all Chinese—an 120 have
succumbed to the disease.

When a new Magistrate
Nam-hoi has received his
office, it is usual for him to
visit the various Consuls with
whom he has to come in con-
tact in things diplomatic. Re-
cently Magistrate Nam-hoi
sent a letter to the French Con-
sul, who not having been previ-
ously informed of this, has since
refused to acknowledge the
Magistrate's letter, and has
been handed to his

THE H.K. & S. BANK
SHARES CASE.

JUDGMENT TO-DAY.

This afternoon the Chief Justice, Sir Francis Piggott, gave judgment in the case of Chan Un Ying v. Chan Wong Shi and Chan Wai Chi, which had been brought in order to determine whether Chan Wai Chi, or through him the mortgagee Ho Man was entitled to the possession of 24 shares in the Hongkong and Shanghai Banking Corporation now in the possession of J. H. Soth, the receiver in the estate, and as to whether the defendant is entitled to the possession of 12 new shares in the same corporation.

The facts disclosed in evidence were that a man named Chan King Ting died on July 1st, 1900, and by his will appointed his concubine Wong Shi executrix. Part of the estate left by the testator consisted of 24 shares in the Hongkong and Shanghai Banking Corporation. Towards the end of 1906 those shares were transferred by the executrix to Wai Chi in part payment of moneys advanced to the estate by Wai Chi. Early in 1907 Wai Chi became the registered owner of the Bank shares, and in September, 1908, in security for a loan of \$11,000 Wai Chi deposited these shares with Ho Man. On the 13th February, 1909, an originating summons was issued, Chan Un Ying being the plaintiff and the only defendant being Wong Shi. Four days afterwards application was made ex parte to his Lordship, and an order was made thereon calling upon Wai Chi to deliver up the 24 shares of which he had been for two years registered owner. At that time Wai Chi was not a party to the case. The next step was on February 19th, when Wai Chi was served with the order to deliver up the shares, and he produced them and handed them over to the receiver.

His Lordship in a written judgment stated that he had said more than once that he had little sympathy with a Chinese who when he came of age sought to disturb the family arrangements which had been carried on by the guardians and head of the family in accordance with Chinese custom and to apply to it the more rigorous rules of English law. Still if it was a case to which English law applied and the conduct of those in charge of the property was clearly proved to have been contrary to English law, then he must enforce the law. The issue was directed to ascertaining whether Chan Wai Chi was entitled to 24 shares in the Hongkong and Shanghai Bank. These were admittedly part of the estate of the father Chan King Ting and now stood registered in the name of Chan Wai Chi in the Bank's register. It was admitted that they were transferred to him by Chan Wong Shi. Chan King Ting was a wealthy Chinese with a large family and left a large estate. The family seemed to have lived in luxury, spending more than the income of the estate. The widow, Chan Wong Shi, managed the estate. His Lordship had no doubt that Chan Wai Chi financed the family and at the time when his advances had reached about \$20,000 Wong Shi, she said, transferred those shares to him in payment. Now Wai Chi said he could not register them for them.

His Lordship had little doubt that the shares were transferred to him by Chan Wong Shi. Chan King Ting was a wealthy Chinese with a large family and left a large estate. The family seemed to have lived in luxury, spending more than the income of the estate. The widow, Chan Wong Shi, managed the estate. His Lordship had no doubt that Chan Wai Chi financed the family and at the time when his advances had reached about \$20,000 Wong Shi, she said, transferred those shares to him in payment. Now Wai Chi said he could not register them for them.

CHINA'S INDUSTRY.

A STRONG NATIONAL
MOVEMENT.

Consul-General Anderson, stationed in Hongkong, reports officially that "a strong movement among the Chinese in the direction of national industries has been apparent for some time." It has long been known that China has an enormous population and a seemingly inexhaustible supply of the raw materials necessary for the establishment of vast mechanical industries. Ten or twelve years ago Mr. Archibald R. Colquhoun, a recognized authority on China, wrote that "the mineral wealth of the country is as yet locked up and cannot be developed until proper communications are opened." At that time China, with more than 4,000,000 square miles of territory, had only about 500 miles of railway. To-day it has 6,000 miles completed or under construction, and plans made for a material increase in mileage in the early future. The problem of bringing together the producer and the worker, the raw materials and the people to convert them into finished products is being solved with gratifying rapidity.

Because of the imperfections of China's statistical reports, up to date information regarding industries is not available. It is quite far from the mark to assume that the Chinese to-day do little manufacturing. There is no way of even estimating the total value of their manufactures, but it must be large. Their imports of such merchandise amount to 25 cents per capita, and their requirements in clothing and utensils, even at Chinese prices, must average many times that. The point is the method of production. For instance, China's production of raw cotton is admittedly unknown. The quantity consumed in local mills and the quantity exported are known, but it is estimated that 60 per cent. of the people of China are clothed with the product of hand looms on which home grown cotton is used. Of this supply there is no record. Implements and utensils of iron and copper they must have in their houses and on their farms, but their imports of such articles are limited. Obviously the value of their present manufactures, the output of the home industry and of the small shop, must be measured in billions of dollars.

Already the cotton mills of China are reported as using about 300,000 bales of raw cotton a year. The country has silk mills, woollen mills, rice mills and flour mills, and there are extensive iron works in the vicinity of Hankow. Chinese furniture and Chinese pottery are known all over the world, but most of their wares, including these, are made in small shops by methods and with tools not far removed from the primitive. Mr. Anderson notes "a constant effort on the part of Chinese capitalists, seconded by Chinese authorities, to encourage the establishment of local industries." He says that "Hongkong and Kowloon are becoming beehives of small but flourishing industries organized and equipped by Chinese upon a modern basis to a considerable extent. Canton is effecting important changes in its industrial activities every day. All over south China may be had information of the establishing of modern industries."

This industrial transformation of modern industrial activity in China, says Mr. Anderson, "will arise a demand for more complete products, for less cheap goods, and for more modern machinery which to make development of industrial enterprise in China, a marked feature of the situation, seems likely to work to the benefit of Europe and the United States rather than Japan." The latter country is itself in the earlier stages of modern industrialism, producing more especially the simpler requirements of society, such as cotton cloth, matches, simple machines, implements and appliances. Equipment is needed for China's new railways, and more or less complex machinery will be needed for its mills and factories. How far the increasing demand for these and other com-

modities will benefit American manufacturers will depend upon the energy displayed by those who make or who can make what China wants.—"The Sun," New York.

THE NEW COMMERCIAL
TRAVELLER.

The commercial results of foreign missionary work are most impressive. Every foreign mission established for the spread of Christianity may be said to have slipped a new bolt on every factory pulley in England and America, says the "Evening Mail," New York.

The missionary carpets his house, and the Oriental, never needing to be exhorted to buy a carpet, saves his money and buys one. The entire simple furnishing of the missionaries' houses is copied. The evident comfort and health of the chair, the bed, the cooking stove and kitchen utensils have been telling their story for seventy-five years. The entire Oriental trade of civilized lands has grown up in these articles, during that period. Sailors did not show the objection, for natives did not visit the foreign ships. Travelling salesmen did not produce the demand, for they did not visit the countless dwellings with samples. Printed advertisements were never sent among people who have almost no newspapers, and who for the most part could not read. Tales of travellers were not brought back to the millions, for only recently have Orientals travelled and sent a few of their aristocratic class abroad to our schools. What other source is left, except the missionary, who has penetrated all China, India, Burma and far islands?

Let it be frankly acknowledged that it is the object lesson of the missionary's home, his clothes, his building for a hospital and school, that has influenced the desire for doors, hardware, shoes, coats, and about everything that commerce is now sending to these awakening markets.

The missionaries have talked of roads, telephones, carts with spoked wheels. They have, indeed, given the wheels of trade such as they could. They are doing it every day. They are about the sole creators of the demand, that irresistible postulate of sales.

CLERGYMAN'S \$2,400
SALARY.

After a brief sojourn in New York, Dr. Jowett, late of Birmingham, has apparently been convinced of the groundlessness of his scruples against accepting a salary of \$2,400 at the Fifth Avenue Presbyterian Church. New York ministers were unanimous in assuring him that that sum was not more than the equivalent of a salary of £1,000 in England. After two weeks' experience of New York prices, Dr. Jowett seemingly agrees with this verdict; for the contract at \$2,400 per annum is now ratified.

CORONATION CELEBRATION.

The following is a further list of subscriptions to the Coronation Celebration Fund:—
Banque de l'Indo Chine..... \$500
Mess. Maritimes Co..... 250
Baratut & Co..... 250
Noronha & Co..... 250
Ortiz Basto & Co..... 250
Canton Insurance Office..... 250
Hongkong Fire Ins. Co..... 250
China Fire Insurance Co..... 250
J. R. Michael & Co..... 100
J. Ullmann & Co..... 50
De Sousa & Co..... 50
Hongkong Printing Press..... 50
Hughes & Hough..... 50
S. Moutrie & Co..... 25
F. A. Hazeland..... 25
David Haskell & Co..... 15
Grady & Co..... 10
I. Noronha..... 10
Eastern Printing Office..... 10
J. P. Braga..... 10
A. Ellis..... 10
C. A. Peel..... 10
H. W. Lester..... 5
E. Grant Smith..... 5
T. G. Weall..... 5
J. G. S. Gaudson..... 5
D. Harvey..... 5
Geo. E. Loe..... 5
G. Morton Smith..... 5

CHINA MILITANT.

He would be a bold man who ventured to assert that China is within measurable distance of becoming a Power, capable of defending herself against organised military force—whether European or Japanese—or of assuming the role of Yellow Terrorist to the world in general. That the Yellow Peril is a real peril in one sense nobody will deny, but that it is now, or is within measurable distance of being, a military menace to the world is a view held by possibly a very few who know little of China and a great deal less of Chinese temperament. China as a military power and China as a commercial power are two widely different things, and whatever aspiring reformers of these days may desire or prophesy, her role as a nation capable of fighting for herself, or of compelling others to fight her, is one that can only eventuate in the distant future; and no amount of so-called reform, whether it take the shape of queue-cutting, or putting a bullet through an unfortunate Tartar General, will have the slightest relative value in the attainment of the nation's military destiny. The nation aspiring to stand strong-armed, alone, must develop upon some substantial lines of progress and government, and must cultivate that martial spirit without which the largest army can have only a paper value. Just how long China remains in a condition of suspended military animation depends upon the cohesion of her Government and its ability to work to a common end. Her Government certainly cannot claim to possess those attributes at present.

The tension of recent date between Russia and China has served to bring to the front the question of the latter as a military Power. This is the subject of some notes by Colonel Wingate, the well-known Central Asian traveller, who makes several good points in a recent issue of the "Service Institution." There he demonstrates the folly of issuing edicts unless they are consummated, pointing out that, by an edict of October, 1907, thirty-six divisions of modern style Chinese troops were ordered to be ready by 1912. We are now in 1911, yet of these thirty-six divisions, only ten divisions and a quantity of mixed brigades have been formed, totalling a peace footing of 212,000 men to be increased to 230,000 in war and 260 field and 574 mountain guns (to be increased to 293 and 635, respectively, in war time). This officer declares that the Chinese cavalry may be disregarded, that the armament and ammunition are defective but that a general staff has been inaugurated at that efforts are being made by improving the position of military officials in the order of precedence, to remove the stigma at present attaching to military service. In the same source, we gather that there are 250,000 provincial troops, a sort of gendarmes for keeping internal order but who can be called upon to fill vacancies in the regular army during war. This nucleus of a great army, with its arsenals, factories at magazines, China is allowed to remain at peace with the world for a considerable number of years, go on developing.—"The Straits Times."

The normal length of the new graving dock which has been constructed by the Belfast Harbour Commissioners is 850ft but it is possible to place the caisson gate that closes the entrance against the outer quoin, and then the length is increased to 80ft. Gin. Its width at flood levels 100ft. in the clear, or 128ft. between the lines of coping. At high water of spring tides there is a depth of 37ft. 3in. on the floor of the dock at its centre. The thickness of the floor is 17ft. Gin., while that of the side walls is 18ft. 3in. Three sets of compound engines and centrifugal pumps, of nearly 3,000 total h.p., are able to empty the dock, which contains about 23,000 gallons, in 100 minutes. Steam is generated for this plant by four watertube boilers.

WORLD'S NEWS.

GERMANY AND CHINESE
CABINET.

Berlin, May 9.
The German Press warmly welcomes the formation of a responsible Cabinet in China as the beginning of firmly established constitutional life.

OPINION ON OPIUM AGREEMENT IN INDIA.

London, via Bombay, May 10.—Telegrams from Calcutta state that the big opium dealers declare that they do not anticipate much immediate effect on the market by the opium agreement, except for a strengthening of prices. The consolidated import tax will produce little effect as Chinese dealers have accumulated stocks sufficient for about three months' supply.—Reuter.

Berlin, May 10.
The new German Minister to Peking, Baron von Haxthausen, will start for China on 2nd June.

The "Daily Telegraph's" St. Petersburg correspondent wires that contracts will shortly be signed by an Anglo-French Company for the reconstruction of the Russian Fleet at Nicolaief.

THE OPIUM AGREEMENT.

"THE TIMES" COMMENT.
London, May 10.—In a leading article "The Times" says that it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and will probably entail fresh taxation.—"Shanghai Times."

Washington, May 11.—Word was received here to-day that Lieutenant Hugh M. Kelly has been killed at San Antonio by the fall of an aeroplane.

Lieutenant Kelly, who was well known in Manila, was appointed a second lieutenant from the state of Kentucky in October, 1902, and assigned to the 20th Infantry, but transferred back to the 26th in May of that year. He was detailed for duty with the Signal Corps about three or four months ago and sent down to San Antonio, Texas, and was engaged in aeroplane work at that place up to the time of his death.

Lieutenant Kelly was reckoned an efficient, daring and capable officer. He had considerable literary talent as well, and wrote several exceedingly clever stories on life in the Philippines. He also did some painting and drawing, and one of his pictures, which he presented to the Army and Navy Club, of an infantry officer, is very good. His untimely death will be a sad blow to his many friends in the Islands and in the service generally.

HAREM SKIRT WAS
USED IN MARIE
ANTOINETTE'S
TIME.

History is to blame for this season's styles in women's apparel, namely and particularly the harem skirt, because history has that habit of repeating itself. The Jupe Culotte, or Turkish trouser-skirt, is centuries old, but cleverly adapted into a new costume. Just so with the Citoyenne waist, the peasant sleeves, the Corday collar. They hark back to the days of the French Revolution. Even the colours are reminiscent of the French Revolutionary days, reds and blues being predominant. The millinery shows the same tendency, going even further back. The helmet turban idea comes from the Middle Ages, while the impress of the days of Napoleon is evident in the bicorne shapes.—"Cable News American."

The first number of the Calcutta subsidised Bengali weekly newspaper, under the title of Sulobh Samachar, was issued on Good Friday. The newspaper, printed in the vernacular, is paid for and conducted by the Bengal Government, and is intended as an antidote to the seditious teachings of the lower class of native newspapers.

IMMORTAL NOBODIES.

The English translation of the Bible has one real claim to be English. Many of the eulogies about its Protestant purity and its Anglo-Saxon empire-building are partisan and fantastic. But it is in this immense sense national, that it is anonymous. The translation, as a translation, is as English as the ballads about Robin Hood, which were written by everybody and nobody. It is true that the learned bishops and dons who translated it were far from regarding themselves as nobodies. But in the history of English literature they are nobodies; only they are immortal nobodies.—"Daily News."

To-day's
Advertisements.

PUBLIC AUCTION.

113 undersized have been favored with instruction to sell for auction on 1st day of the month by PUBLIC AUCTION (Under provision of disposal of by private sale), at the Office, No. 7, Quai Du Yang King Pang, French Consulate, on WEDNESDAY, the 23rd instant, at 11 A.M. The Wreck of the Pacific Mail Steam Ship "ASIA" (late "Doric") Reg. No. Tonnage 2,336; Gross Tonnage 4,640; Built in 1881; New Engine and Boilers 1895; Length 247ft. 9in.; Breadth 44ft. 2in.; Depth 24ft. 2in. as she now lies on Hecchu Island, Tichu Group.

The Cargo and Merchandise now on board and will also be offered for sale at the same time and place. TERMS OF SALE. Cash on fall of the hammer. Vessel and/or cargo to be at Purchaser's risk from the time of sale. For further particulars apply to HOPKINS, DUNN & Co., Ltd., Shanghai, The Auctioneers. 1123.]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "GNEISENAU"

Passenger service. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd of May, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of May, at 9.30 a.m. All claims must reach us before the 26th of May, 1911, or they will not be recognized. A Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. Consignees for cargo ex S.S. "Goeben" (having sustained General Average), are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, YOKOHAMA, AND KOGAKAMA.

THE Imperial German Mail Steamship "GNEISENAU"

Captain Ph. Oltmanns, will leave for the above places TO-DAY, the 16th inst., at 6 p.m.

For further Particulars, apply to NORDDEUTSCHER LLOYD, BREMEN, General Agents.

Hongkong, 16th May, 1911. [7]

Hongkong, 16th May, 1911. [7]

Firmations

BUTTER.

OUR "DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

P. PULAR
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. Hongkong, 7th April, 1911. [34]

To-day's
Advertisements.

Theatre 3333 Royal.

RETURN VISIT

OF HENRY DALLAS

and his Company "THE FOLLIES."

TO-MORROW, THURSDAY,

and FRIDAY

and SATURDAY,

MAY 17, 18, 19 and 20.

Plans Now Open at MOUTRIE'S, Hongkong, 16th May, 1911. [1110]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, YOKOHAMA, AND KOGAKAMA.

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Hongkong, 16th May, 1911. [7]

CONNOISSEURS

ARE

UNANIMOUS

AS TO THE SUPERIORITY OF

MARTELL'S

(THREE STAR)

BRANDY

OVER ALL OTHERS.

Martell's is used by the Government Civil, the Royal Naval and the Military Hospital in preference to other Brands.

SOLE AGENTS:—

H. PRICE & CO. LTD.

12, Queen's Road Central,

HONGKONG.

Hongkong, 13th May, 1911

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 6 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)

From Hongkong. From Quebec.
"EMPEROR OF JAPAN" Satur., May 20. "EMPEROR OF BRITAIN" Fri., June 16.
"EMPEROR OF CHINA" Satur., June 10. "ALLAN LINE" Fri., July 7.
"MONTEAGLE" Wed., June 28.
"EMPEROR OF INDIA" Satur., July 1. "EMPEROR OF IRELAND" Fri., July 28.
"EMPEROR OF JAPAN" Satur., July 22. "ALLAN LINE" Fri., Aug. 18.
"EMPEROR OF CHINA" Satur., Aug. 12. "EMPEROR OF BRITAIN" Fri., Sept. 8.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-
Passengers for Europe have the option of going forward by a Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (borned Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. ORADDOCK, General Traffic Agent.
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
TIENTSIN & WHEATWATER "CHIPSUNG" Thursday, 18th May, Noon.
MANILA "LOONGSANG" Saturday, 20th May, 2 p.m.
SHANGHAI "HANGSANG" Sunday, 21st May, 0'light.
SHANGHAI, KOBE, & "FOOKSANG" Monday, 22nd May, Noon.
MOJI
SINGAPORE, PENANG, & "KUTSANG" Wednesday, 31st May, Noon.
& CALCUTTA

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kutsang," "Nansang," and "Fooksang," leave about every 7 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Oheloo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215.
Hongkong, 16th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC"	6,252	G. B. McGill.	30th May
"LUERIC"	6,400	J. Mathie.....	30th June

• Not calling at Shanghai.
To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central America, and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage, passengers, and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucario" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 1st May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for
HOIHOW—HAIPHONG—PAKHOL.

For Steamship Captain Tons Sails on
SWATOW "Helene" H. Bendixen.....1,750.....May 18, 8 a.m.
HOIHOW "Carl Die" Chr. Jørgensen.....1,750.....May 18, 9 a.m.
HAIPHONG "derichsen"

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.
For further particulars as to passage and freight, apply to

Telephone 805.
Hongkong, 16th May, 1911.

JEBSEN & CO.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...	MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 3,000	WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight. WEDNESDAY, 21st June, at Daylight.

VICTORIA, B.C., & SEATTLE via KAMAKURA MARU, Capt. B. Kon, Tons 7,000, SATURDAY, 20th May, from KOBE

VICTORIA, B.C., & SEATTLE via AWA MARU, Capt. Irizawa, Tons 7,000, TUESDAY, 23rd May, at 4 p.m.
KURE, SHANGHAI, MOJI, KOBE, INABA MARU, Capt. S. Tominaga, Tons 7,000, TUESDAY, 20th June, at 4 p.m.
YOKKAICHI, SHIMIZU & YOKOHAMA

SYDNEY & MELBOURNE via YAWATA MARU, Capt. J. Nagao, Tons, 5,000, FRIDAY, 9th June, at Noon.
MANILA, THUNDER ISLAND, NIKKO MARU, Capt. M. Yagi, Tons 6,000, FRIDAY, 7th July, at Noon.
TOWNSVILLE and BRISBANE.....

SHANGHAI, MOJI & KOBE OBYLON MARU, Capt. F. Pyne, Tons 6,000, WEDNESDAY, 24th May.

KOBE AND YOKO-HAMA HITACHI MARU, Capt. T. Yamawaki, T. 7,000, THURSDAY, 25th May, at 11 a.m.

NAGASAKI, KOBE and YOKO-HAMA NIKKO MARU, Capt. M. Yagi, Tons 6,000, WEDNESDAY, 7th June, at Noon.

† Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger-Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
AMOI & SHANGHAI	"KIUKIANG"	17th May
SHANGHAI	"LUOHOW"	18th " 4 p.m.
TIENTSIN	"HUICHOW"	20th " 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	21st " 4 p.m.

DIRECT SAILING TO WEST RIVE, Twice Weekly.

S.S. "LINTAN" and S.S. "LNUI."
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tean" and "Taming," with extra state-rooms on saloon accommodation amidships; electric fans; deck, aft, state-rooms on deck, aft, deck, aft, saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lianan, Chinku) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares: \$45 single, \$83 return.

For Freight or Passage apply to

Telephone No. 36,
Hongkong, 16th May, 1911.

BUTTERFIELD & SWIRE.
Agents. [2]

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
S.S. Soandin 18th May
S. Slavonia 4th June
S. e. via 15th June
S. e. via 1st July
S. e. via 12th July
C. Ford. Laeiz 23rd July

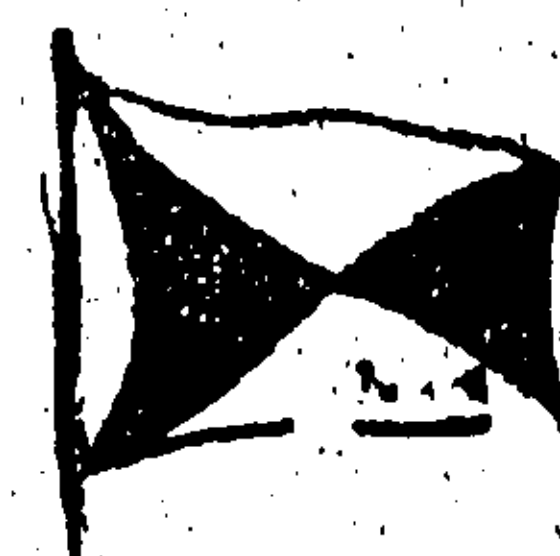
HOMEWARD.

For Rotterdam, Hamburg & Antwerp:
S.S. Sachsen 25th May
For Marseilles, Havre & Hamburg:
S.S. Bayern 25th May
For Rotterdam & Hamburg:
S.S. Aradia 1st June
For Havre, Bremen & Hamburg:
S.S. Preussen 9th June
For Marseilles, Havre & Hamburg:
S.S. "Soandin" 28th June

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office. [056]

Hongkong, 12th May, 1911.

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 20th May, 4 p.m.
RUBI	4000	S. Crosby ...	MANILA, CEBU & ILOILO	TUESDAY, 30th May, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 11th May, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fast and Up-to-date Steamers on the Coast, having recent Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving
HAIPHONG "Hongkong" "Carnegie" 30th May "Uncertain."

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118.
Hongkong, 9th May, 1911.

[1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [867]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

San FRANCISCO LINE

San Francisco to all ports on the Trans-Pacific Railway at San Francisco and with Trans-Atlantic Lines Pacific Railway at San Francisco and with Trans-Atlantic Lines Pacific Railway at San Francisco.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Nippon Maru.....	11,000	H. S. Smith	Friday, 17th May
Triple Screw, turbine engines.			

All Steamers are equipped with the Japanese Government Wireless Telegraphy and Post Office. The Twin Screw Steamer "Nippon Maru" will be despatched to SAN FRANCISCO via KURE, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 17th June, at 4 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).

Telephone 863.

NEW ASPECT OF CHINESE CHARACTER.

W. G. (Pollockshields), writes: Perhaps it may interest you to have a few supplementary remarks on "Small-pox and Plague" from a correspondent who resided for twelve years in Central China. The Chinese, assuming ignorance of the complex theories promulgated by bacteriologists, usually evince marked astonishment when it is suggested by the learned European that small-pox is contagious. And doubtless you are informed that when a male child is stricken by that "hideous disease" the fearless Chinese invariably make it the occasion for feasting and general rejoicing amongst their relations and friends. Not infrequently were we honoured by invitations to attend these festivities, and naturally felt greatly impressed when, upon a particular occasion, the "little gentleman" was brought from the sick chamber and presented to the assembled guests in richly-embroidered garments. The genial parent seemed to take pleasure in intimating that the patient's temperature was almost normal, and expressed the hope that in a few days he might become convalescent. Our host was then made the recipient of profuse compliments and congratulations, and offerings were placed upon the domestic altar to invoke the care of "the immortal gods, guardians of mankind." After the banquet the guests departed to their several homes, where, in all probability, were residing in amity three or four generations of "Celestials"—great-grandparents and children of very tender age. Being familiar with salient features of Chinese civilisation, you readily understand the significance of this narrative. And perhaps you will hardly affirm it unnatural for a bacteriologist to expect an epidemic of small-pox as the inevitable result of social customs evidently fraught with much danger to the community. Yet, in as far as these guests and their families are concerned, they appeared to have entire immunity from the disease. The first death in the families represented at the feast upon that interesting occasion happened after an interval of almost two years, when a refined young lady who lived in comparative seclusion fell a victim to "plague." There may be no diminution of interest when we state that it is tolerably certain there were rats and other vermin in every household, and that none of the Chinese were vaccinated.

LIBEL ACTION PROFITS.

PEOPLE WHO MAKE MORE MONEY THAN THEY COULD BY HONEST WORK.

Hearing a libel action in the King's Bench, recently, in which he directed that there was no case to go to the jury, and entered judgment for defendants, Mr. Justice Lawrence said:

"The art of bringing libel actions had attained to a very high pitch. There were some people who made more money by bringing an action for libel than they could ever make by honest work in the course of their lives.

In some cases juries had awarded considerable sums as damages, and the result had been that the courts had had quite a share of these actions."

OUR DEATH.

Seamen's Institute (Central) 8.20 p.m.

Thursday, 18th May.

Legislative Council Meeting.

Friday, 19th May.

Lady Lugard "At Home," 3.30 p.m.

Saturday, 20th May.

Peak Tramway Company, Limited, Annual General Meeting, 11.30 a.m.

Seoda Gymkhana Meeting, 5.30 p.m.

Wednesday, 24th May.

Boys' Own Club Athletic Meeting on the Race Course, 2.30 p.m.

Empire Day.

Thursday, 1st June.

Opening of Peak School.

WOMAN'S ATTACK ON MARRIAGE.

Miss Cicely Hamilton and Mr. G. K. Chesterton supplied a very fine evening's entertainment at the Queen's Hall, when they debated woman's suffrage—or, rather, talked round it.

Miss Hamilton opened by saying that it did not matter a button, whether women got the vote or not; the only thing that interested her was when the good time would come when women would cease to be looked upon as merely a wife, mother, or mistress, and become a human being. The demand for a vote was a small sign of progress. It was quite possible that a political environment for women might be an evil thing—but the experiment has got to be tried.

"As to all the talk about losing the crown of womanhood—don't listen to it," she continued. "The beauty of motherhood is a somewhat degrading thing. Man prefers a maternal woman; but the important thing is not what man prefers, but what woman prefers. And so long as the man prefers the mother of his children to be a fool, so long will there be very little beauty about motherhood."

The only thing now for a woman to do was to be "charming," in order to attract a man. "Oh," sighed Miss Hamilton, "the years I have wasted in trying to be charming! But I gave it up. What does it matter whether I please 'em or not? I am going to try and please myself."

Mr. Chesterton, who had risen "at the point of the pen," laughed hugely at all this, as he rose to reply. "I am not prepared to make so violent an attack on the female sex, as Miss Hamilton has done on mine," he said.

"She has told us women have been reduced to a state of torpidity; that they are slaves craven and cowering before the tyrant man. 'Well, I seem to remember my mother, and my grandmother, and my aunts—and they must have been exceptions to that rule. 'There is one fundamental fallacy in your argument (he told Miss Hamilton) and that is that you compare sex in the terms in which you would compare the other divisions of mankind. That is bosh, for sex is the only thing in the world in which the result of division is an overpowering attraction. The moment they are separated they want to come together again. People in Europe are divided into Catholics and Protestants, but you don't find a Catholic going about looking for a Protestant with whom to spend the rest of his life.'"

THE PRE-HISTORIC MYTH. The relations between the sexes were not founded on force, but upon attraction. Some wise people, who, when they could find no warrant for their theories in historic times, went back to pre-historic times, told us that the man knocked down the woman with a club, and then took her. That was profoundly untrue. Did the birds knock each other down in the spring?

Women had never been kept systematically out of either dignity or authority. It was only democracies that had denied women the power of ruling. History was full of great Queens and priestesses, and heads of religious houses.

Miss Hamilton then complained that Mr. Chesterton had only talked about women as wives and mothers. Marriage was a voluntary institution for men; for women it was a trade, and not only a trade, but a compulsory trade. A woman without a husband was a mark for scorn and hissing. (Cries of "Rubbish!") "Good Lord in Heaven!" was Mr. Chesterton's reply to this outburst. No respect for a woman except as a wife! Had she ever heard of the Elgin Marbles, put up to honour a virgin? And the Vestal Virgins? And St. Theresa? And St. Catherine of Siena? And Joan of Arc? Men respected women as they respected all their other ideals. "When we want to laugh at ourselves, we represent ourselves as comical-looking fat men—like me. But when we remember the glories of our race, we bring out Britannia, a beautiful woman."

During a service in a Yarmouth church the "Hallelujah Chorus" was rendered by a gramophone.

ENTERTAINMENTS.

BLOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

THE FLOWER STREET PIERROTS.

GRACE WILSON.
GRACE VYVEENE. MAY MAXWELL.
CHAS. MACKAYE. BOB STEPHENSON.

IN A REFINED ENTERTAINMENT.

ELECTRIC FANS THROUGHOUT THEATRE.

See Hand Bills.

Lease and Manager: R. H. STEPHENSON.

737]



THE "GARRICK" CIGARETTES

(handmade).

Manufactured from the Highest Grades of Bright Virginia Tobacco and picked in Air tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER, ENGLAND.

TRADE



MARK

THE BERNSE ALPS MILK CO

STALDON ENMENTHEL, SWITZERLAND.

"No. 4" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO., HONGKONG & CHINA.

981]

CLARK & CO.

Scientific

Opticians.

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

[1099]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK

787 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in 2 3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE "Empire" Cinematograph Theatre.

Dns Vaux Road Central.

THE HOUSE OF GOOD THINGS UP-TO-DATE SPLENDID FILMS.

A Big List of the Eminent Artists
Mr. Falanto.....BARITONE
Miss Salvati.....SOPRANO
Miss Bascans.....Dr.
HIGH-CLASS MUSIC.

2 Performances: 7.15 & 9.15 p.m.
Matinees:
Saturdays & Sundays, 4.30 p.m.

Coming the well-known Troupe
CHING-LING-FOO.

Hongkong, 6th May, 1911. [862]

VICTORIA SKATING RINK

Next Door to the Empire.

This Rink will be open during the month of May, from 4 p.m. to 8 p.m.
8 SESSIONS DAILY: 5 to 7 p.m.
7.15 to 8.45 p.m. 9 to 11 p.m.
HONGKONG, 6th May, 1911. [860]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

M. E. CHEU G. ART PHOTOGRAPHER HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
HONGKONG, 1st May, 1911. [1099]

STEAM LAUNDRY CO. YAUMATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade, Tel. K82.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [931]

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

NEW GOOLS

ENGLISH MADE

White - - Canvas

AND Buckskin Shoes.

SMART SHAPES

28, Queen's Road, (Central)
Hongkong, 28th April, 1911. [1048]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

HAICHING... Capt. W. C. Passmore... FRIDAY, 19th May, at 11 a.m.
HAIYANG... Capt. A. E. Hodgins... TUESDAY, 23rd May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun... Capt. J. W. Evans... WEDNESDAY, 17th May, at 11 a.m.
Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,
General Managers.

957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Expected on or about... Will leave on or about...
Tibodas... JAPAN... 1st half May... 1st half May
Tijmah... JAPAN... 1st half May... 2nd half May
Tijpanas... JAPAN... 2nd half May... 2nd half May
Tijkini... JAPAN... 2nd half May... 2nd half May
Tijliwong... SHANGHAI... 1st half June... 1st half June
Tijlaroom... JAPAN... 1st half June... 1st half June
Tijlatjap... JAPAN... 1st half June... 1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings. [974]

Telephone No. 375

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship

"PLINTSHIRE,"

Captain G. C. Cuny, will be despatched as above about 16th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 6th May, 1911. [1079]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK

(With liberty to call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE,"

Captain Thomas, will be despatched for the above port on TUESDAY, the 23rd inst.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,

General Agents.

Hongkong, 11th May, 1911. [1064]



The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HATVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 27th May, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "China," 1,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Mail and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Caledonia," due in London on the 9th July, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th May, 1911. [4]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [868]

Consignees.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Steamship

"BRECONSHIRE,"

having arrived from the above ports, consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th inst., at 9 a.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 19th inst., at 10.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 13th May, 1911. [1126]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"

Captain Knaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-

signed. Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:

Ex s.s. "Gaudi" from Setubal, HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 6th May, 1911. [956]

FROM EUROPE.

THE H.A.L. Chartered Steamship

"SOPERNIK,"

Captain Scherlow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-

signed. Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

Hongkong, 13th May, 1911. [956]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LD. Agents.

Hongkong, 16th May, 1911. [1184]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 600.

Hongkong, 2nd Jan., 1911. [78]

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/09
Do. Demand	1/9 18/10
Do. 4 months' sight	1/9 15/10
France—Bank T.T.	2.297
América—Bank T.T.	44
Germany—Bank T.T.	1.884
India T.T.	1354
Do. Demand	1354
Shanghai—Bank T.T.	744
Sing.—Bank T.T. per H.K. \$100	778
Japan—Bank T.T.	80
Java—Bank T.T.	100
Buying.	
4 months' sight L/O.	1/10 1/10
6 months' sight L/O.	1/10 3/10
80 days' sight San F'co & N. York	45
4 months' sight do.	46
30 days' sight Sydney & Melbourne	1/10 5/16
4 months' sight France	2.34
6 months' sight do.	2.36
4 months' sight Germany	1.90
Bar Silver	24 11/16
Bank of England rate	3
Sovereign	\$10.94

SHIPPING NEWS.

MAILS DUE.

Gorman (Dorflinger) 17th inst.
Gorman (P. Sigismund) 18th inst.
American (Korea) 19th inst.
German (Coblentz) 20th inst.
American (Siberia) 30th inst.
American (China) 6th prox.

The T. K. K. s.s. Nippon Maru with U.S. Mails left Yokohama on the 15th inst., for this port via usual ports of call.

The O. S. K. s.s. Panama Maru from Tacoma left Shanghai for this port at mid-day on the 15th inst., and is expected to arrive here on the 18th inst.

The O. S. K. s.s. Seattle Maru left Tacoma for this port via Japan and Manila on the 20th ult. and is due here on the 8th prox.

The E. & A. s.s. Aldenham left Sydney on 13th inst. for this port, (via Queensland Ports, Timor and Manila).

The Barber Line s.s. Suruga left New York on 29th March, and is therefore due here on the 18th inst.

ARRIVALS.

Erz Franz Ferdinand, Aus. s.s., 3,848, B. Cobol, 15th May—Tientsin, Bombay and Singapore 9th May Gen.—S. W. & Co.

Chip Shing, Br. s.s., 1,190, Mooney, 15th May—Tientsin and Wei-hai-wei 7th May, Gen.—Chinese.

Kwangle, Chi. s.s., 1,468, Pratt, 16th May—Shanghai 12th May, Gen.—C. M. S. N. Co.

Loong Sang, Br. s.s., 1,093, Leach, 16th May—Manila 18th May, Hemp and Gen.—J. M. & Co.

Haiman, Br. s.s., 641, J. W. Evans, 16th May—Swatow 16th May, Gen.—D. L. & Co.

Hong Wan 1, s.s., 2,060, J. H. Helmsworth, 16th May—Penang and Singapore 10th May, Gen.—Joo Tek Sing.

Telamachus, Br. s.s., 1,350, Fraser, 16th May—Swatow 12th May, Gen.—Wo Fat Sing & Co.

Z-firo, Am. s.s., 1,689, M. O. Smith, 16th May—Manila 13th May, Gen.—S. T. & Co.

Si lila, Br. s.s., 4,173, C. H. Watkins, 16th May—Yokohama 3rd and Shanghai 13th May, Gen.—P. & O. S. N. & Co.

Ningchow, Br. s.s., 5,336, H. L. Allen, 16th May—Victoria 19th April and Kutchinotzu 12th May, Lumber and Flour—B. & B.

Guissonau, Ger. s.s., 8,160, Ph. Obner, 16th May—Bremen and Singapore 11th May, Mail and Gen.—M. & Co.

Flintshire, Br. s.s., 2,476, G. O. Cundy, 16th May—Yokohama and Shanghai 10th May, Gen.—J. M. & Co.

Kwangle, Chi. s.s., 1,636, O. Stewart, 16th May—Canton 16th May, Gen.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Haitan, for Swatow.
Quinta, for Swatow.
Kwangle, for Canton.
Haiman, for Swatow.
On Jenson, for Shanghai.
Taming, for Manila.
Chilumb-maru, for Singapore.
Arratoon Apear, for Shanghai.
Michael Jensen, for Mauritius.
Shilia, for Singapore.
Derwent, for Swatow.
Hong Wan 1, for Amoy.
Sobhu-maru, for Swatow.

DEPARTURES.

May 16.

Tacoma-maru, for Tacoma.
Haitan, for Onat Ports.
Antenor, for Shanghai.
Arratoon Apear, for Moji.
Voroneg, for Singapore.
Taming, for Manila.
Colombo-maru, for Bombay.
Michael Jensen, for Mauritius.
Agamemnon, for Singapore.
Sopernik, for Kobe.
Chilumbing, for Canton.
Seandia, for Yokohama.
Derwent, for Swatow.

PASSENGERS ARRIVED.

Per Loongsang, arrived 16th inst. from Manila:—
Au Sau, Mrs. Millsop, O. O. Kidd, P. I. Varela.
Macko, G.
Per Guisconau, arrived 16th inst. from Singapore, &c.
Bongio, Miss Tversow, Mr. & Hung, John Mrs. C. L. Liang, Mr. and Tolz, John R. Mrs. Yuning, A.
Rosso, Mrs.

Per Sicilia, arrived 16th May from Yokohama:—
Hamilton, Col. Balme, Dr. and G.
Hunter, Miss Bohann, J. Harcourt, Miss Bishop, A. S. Lutley, Mrs. Bobby, Mr. and McSemiour, Mrs. W. W.

Bohma Mountfield Cooko, Mr. and Mansfield, Miss Mrs. K. W. II. Redfern, Miss Clarke, Capt. J. Sayer, Mr. and R. Mrs. Burton Chuan, Miss Smith, Miss Descreues Schumacher, A. Daniels Stouor Donnelly Thornton, G. Dent Ventris, Lieut. Dallas, Mr. and C. P. Mrs. Wellhaven, F. Dalling, H. H. Westwood, Mr. Dalling, Mrs. Fesper and Mrs. Hammond, L. T. Webber, Miss Harrison, Mr. & Yates Mrs. F. C.

VESSELS IN PORT.

STEAMERS.

Aeromata, Br. s.s., 600, C. Lysan, 10th May—Sydney via Islands 26th Mar., Kopra.—S. & Co.
Awa Maru, Jap. s.s., 3,911, T. Iizawa, 14th May—Seattle 11th April, Gen.—N. Y. K.
Brand, Nor. s.s., 1,619, W. Eventon, 15th May—Manila 18th May, Gen.—A. T. & Co.
Carl Diederichsen, Ger. s.s., 774, Ch. Jorgensen, 13th May—Kooling 11th May, Gen.—J. & U.
Childar, Nor. s.s., 1,102, N. Hjorth, 8th May—Bangkok 1st May, Rice.—A. T. & Co.
Eolipsa, Br. s.s., 2,996, White, 12th May—New York 1st Jan., Kerosine Oil—Standard Oil Co.
Elax, Nor. s.s., 2,571, J. Milne, 12th May—Shanghai 8th May Ballast.—A. P. & Co.
Empress of Japan, Br. s.s., 3,030, S. Robinson, 12th May—Yan-couver 24th April and Shanghai 9th May, Mail and Gen.—O. P. R. Co.
Gregory Apear, Br. s.s., 2,361, S. H. Bolton, 14th May—Kobe 7th and Moji 10th May, Gen.—D. S. & Co., Ltd.
Helene, Ger. s.s., 771, H. Bendixen, 18th May—From Quinhona Gen.—J. & Co.
Johanne, Ger. s.s., 952, M. Iphand, 18th May—Haiphong 10th and Hoihow 12th May, Rice.—J. & Co.
Kiukiang, Br. s.s., 1,223, Robertson, 15th May—Canton 14th May, Gen.—B. & S.
Luchow, Br. s.s., 1,210, W. Baddeloy, 15th May—Canton 14th May, Beans and Gen.—D. & S.

Lyeemoon, Ger. s.s., 1,238, Pilgrim, 12th May—Saigon 9th May, Rice and Gen.—H. A. L.
Mausang, Br. s.s., 1,641, G. S. Weigall, 7th May—Sandakan 1st May, Timber and Gen.—J. M. & Co.
Merapi, Br. s.s., 1,430, E. Uldall, 6th May—Semarang and Singapore 29th April, Sugar.—Kin Ty Loan & Co.
Pordia, Am. s.s., 2,744, A. Lockett, 6th May—San Francisco 12th April, Gen.—P. M. S. S. Co.
Quarta, Ger. s.s., 1,146, Danlelsen, 20th April—Canton 25th April, Ballast.—S. W. & Co.
Quinta, Ger. s.s., 900, T. Scholzmier, 12th May—Bangkok via Swatow 5th May, Rice.—B. & Co.

Rajah, Ger. s.s., 1,275, H. C. Reher, 11th May—Bangkok 4th May, Rice and Teakwood.—B. & S.
Romany, Br. s.s., 2,510, J. O. Leachet, 12th May—Singapore 5th May, Petroleum.—A. P. & Co.
Shinabn Maru, Jap. s.s., 2,460 T. Okama, 14th May—Moji 8th May, Coal.—M. B. K.

Singau, Br. s.s., 1,047, F. Jamieson, 15th May—Haiphong 12th and Hoihow, 14th May, Gen.—B. & S.

Sobhu Maru, Jap. s.s., 1,119, K. Sukawi, 12th May—Swatow 11th May, Gen.—O. S. K.

Tjimali, Dutch s.s., 4,500, J. P. Schulten, 15th May—Makassar, 6th May Coal.—J. C. J. L.

Titan, Br. s.s., 5,725, Evans, 12th May—Manila 10th May, Gen.—B. & S.

Teistau, Br. s.s., 1,002, F. Buoking, 12th May—Bangkok and Swatow 11th May, Rice and Wool.—J. & S.

Xuonsang, Br. s.s., 1,128, P. H. Hollo, 25th April—Manila 22nd April, Gen.—J. M. & Co.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The s.s. Obichun, with the Siberian Mail is due to arrive here to-morrow.

A Mail will close for:—
Swatow, Amoy and Amoy—Per Sobhu-maru, 17th May, 9 a.m.
Swatow—Per Haiman, 17th May, 10 a.m.

Singapore, Penang and Colombo—Per Sicilia, 17th May, 10 a.m.
Macao—Per Sui Tai, 17th May, 1.15 p.m.

Singapore, Penang and Colombo—Per Flinthire, 17th May, 2 p.m.
Amoy and Shanghai—Per Kiukiang, 17th May, 3 p.m.

Swatow—Per Helene, 17th May, 5 p.m.
Hoihow and Haiphong—Per Carl Diederichsen, 18th May, 8 a.m.

Tientsin and Wei-hai-wei—Per Chip-shing, 18th May, 11 a.m.
Shanghai, Yokohama and Kobe—Per E-Frank, Ferdinand, 18th May, 11 a.m.

Macao—Per Sui Tai, 18th May, 1.15 p.m.
Shanghai—Per Luchow, 18th May, 3 p.m.

Swatow, Amoy and Foshan—Per Haiching, 19th May, 10 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Shimoda, Yokohama, Honolulu and San Francisco—Per Peris, 19th May, noon.

Korror, Yap, Uliti Saipan, Truk, Ponape, Kusaie, Jaluti, Nawa, Rabaul, Sydney, Hobart, Luncheon, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Germania, 19th May, 4 p.m.

Manila, Cebu, Iloilo, Yap, Angaur, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Luncheon, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Sigismund, 19th May, 5 p.m.

Sourabaya—Per Tjibola, 20th May, 11 a.m.
Manila, Cebu and Hoihow—Per Loongsang, 20th May, 1 p.m.

Manila, Cebu and Hoihow—Per Zafiro, 20th May, 3 p.m.
Tientsin—Per Huihow, 20th May, 3 p.m.

SHIPS PASSED THE CANAL.

5th May.—Ajix, Asy-nax, Nubia, Palawan, Peiho, Polynesia, Siam, Slavonia, Stentor, Pensacola, Buffalo.
9th May.—Icarosch, Katanga, Onia, Polio, 12th May—Ernest Simons, Glazee, Jetera, Kleist, Prinz Eitel Friedrich, Tanga-maru, Tontak, Arcadia.

Arrivals at Home—5th May—Hirano Maru, Lutov. 9th May—Ambria, Sambia, 12th May—Perrous, Polynesian.

CHINA COAST METEOROLOGICAL REGISTER.

May 16th, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Hakodati	6a	30.11	—	—	—	—	—
Tokio	"	30.18	—	—	—	—	—
Nagasaki	"	30.11	—	—	—	—	—
Chofu	"	30.10	—	—	—	—	—
W'haiwei	9a	30.00	64.58	sw	5	c	—
Hankow	6a	—	—	—	—	—	—
K'iating	9a	30.09	66.50	sw	2	c	—
Shanghai	9a	30.11	65.63	sw	3	bm	—
Swatow	9a	30.08	64.89	sw	2	c	—
Amoy	6a	30.05	67.00	sw	1	c	—
Swatow	9a	29.93	67.55	sw	2	c	—
H'kong	9a	29.94	73.81	sw	2	c	—
H'kong	10a	29.96	69.83	sw	5	c	—
Gap Rock	"	29.83	—	—	—	—	—
Macao	"	29.90	77	—	—	7	wd
O. St. J.	8a	29.91	81	—	—	0	c
Manila	10a	29.92	82.70	sw	1	c	—
Iloilo	9a	29.91	82	—	—	0	c
Cebu	"	29.91	83	—	—	0	c
Labuan	"	29.91	83	—	—	—	—

May 15 at May 15 at
10 a.m. 4 p.m.
Barometer.....29.89 29.66
Temperature.....74 73
Humidity.....95 94
Barfall.....0.48

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Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

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W. GALLAGHER,

Manager. [26]

Hongkong, 18th April, 1911.

Correspondence Invited. HARRIS & HIBBERD. Props.

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